

SATURDAY

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Turkish
Towels
35 cent Values
6 for **\$1.00**

Child's Hose
SIZE 6 TO 9
5 pair **\$1.00**

Men's Sox
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Overalls
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Ladies' white
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A GOOD BUY for 25c
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8 for **\$1.00**

Blue wing
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32 inch
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NEWS NOTES FROM THE ONTARIO SCHOOLS

General Information Concerning the Activities of the Faculty and Students in the High School and Grades

Vocational Domestic Science

The Board of Education, at a special meeting held on April sixth decided to take advantage of the offer of the Federal and State Government to assist us in reorganizing the domestic science department at the High School. The department will now be reorganized under the recent law passed by Congress known as the Smith-Hughes Vocational Education Law. Under this law the federal and state governments pay back to our school district two thirds of the salaries of teachers engaged in this work. One teacher will be employed on full time and another on half time. The combined salaries of the two teachers will approximate \$2200.00. Since two thirds of this amount, or \$1466.67 will be refunded to us, the net outlay so far as our school is concerned will be only \$733.33 for teachers salaries. Since the salary of our present domestic science teacher is \$1260.00 per year, the new plan will mean a net saving of \$466.67. The school board is pleased to know that they can get the advantage of this new work and save money on the deal at the same time. Our agriculture department is already organized under this same law. We will be refunded about \$1400.00 this year on the salary of the agriculture teacher.

At the regular monthly meeting of the school board, April 11, Miss Etta McCright and Miss Vera Neeb of Ontario were employed to teach in our schools in 1921-22. Miss Mildred White, now teaching in the Winfield, Kansas schools, was also employed. Mr. Will J. Roberts, who will be principal of the West Side Grade school next year was named truancy officer by the Board. Mrs.

J. W. Springer, formerly librarian at the city library was added to the corps of high school teachers. A part of her duties will be the supervision of the school library.

School Calendar for Remainder of School Year

April 22—Junior-Senior Reception 8 P. M.
April 28—Parent-Teacher Association, Annual Meeting 8 P. M.
April 29—County Fair, by Vocational Agriculture Department, 1:30 P. M. and 8 P. M.
May 2—May Day Festival, 2:30 P. M.
May 5—Library Gold Medal Contest, 8 P. M.
May 6—County Track Meet at Vale.
May 8—Baccalaureate Sermon by Rev. Luscombe at Baptist Church, 8 P. M.
May 11—Annual Band Recital 8 P. M.
May 12—R. O. T. C. Exhibition Drill 10 A. M.
May 12—Senior Class Day Exercises, 1:30 P. M.
May 13—Commencement Exercises at 8 P. M.

P.-T.-A. Program

High School Assembly, April 28, 7:30 P. M.
1. Reading of minutes, Miss McNulty; 2. "What I would like to see in our schools next year," Mrs. Dorman; 3. Discussion of H. S. Uniform for girls by mothers, led by Mrs. Homan; 4. Class Exercises, Miss Sewell; 5. Solo, Mrs. Ryan; 6. Plans for 1921-22, Supt. McDonald; 7. P.-T.-A. work in Oregon, Mrs. Bruce Koster; 8. Violin Solo, R. W. Jones; 9. Election of officers.

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What an Experienced Farmer Knows

Any farmer of experience can tell about how long his farm machinery will run before the parts that need replacement will wear out. These include, with many others, shares, shovels, guards, knives, sections, blades, teeth, etc.

Order Repairs Early

All these items should be listed and ordered early, far in advance of the time when they will be needed. You will save time and money by ordering all the repairs at one time. This will save you money later in the season, when you may be obliged to pay for long distance telephone calls, and express or parcel post charges on numerous small orders.

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METHODIST CHURCH

Sunday Services
10 A. M. Sunday School.
11 A. M. Preaching "Service".
7:15 P. M. Epworth League.
8 P. M. Mass meeting in interest of Near East Relief at Presbyterian Church.

NEAR EAST AND CHINA RELIEF MEETING SUNDAY

This worthy cause will be presented at a Union Meeting to be held at the Presbyterian Church Sunday evening. The speaker will be Dr. Lincoln L. Wirt from Denver, Colo. He comes with the reputation of being a fine speaker. The public are cordially invited.
Wm. J. Luscombe, Chairman.

PIANO TUNING

Reference—Mrs. Cox, Mrs. Aiken, Mrs. Brethaupt, Mrs. Gallagher, Mrs. Maxon, Mrs. Laxon, Mrs. Luehrs, Mrs. Castleman Rev. Luscombe and many others in this city. Please leave orders with Mrs. Cox or Mrs. Aiken. L. N. Hockett, Weiser, Idaho. 19-20-p.

RAG RUGS and carpets woven by Mrs. S. Burkhardt. One mile south of Gramise orchard or address Ontario, Ore. R. F. D. 1. Clean rugs only will be accepted. 19-22

FOUND—Brooch bearing letter H S. Finder may have same by paying for ad. 740-19 p

OLDS FERRY PASSING INSPIRES EDITORIAL

Story in Argus of Recent Date Attracts Notice of Historical Authority on Portland Oregonian Who Adds Many Interesting Facts

A story of the passing of Olds Ferry, with the completion of the Columbia River Highway in Malheur county, which appeared in the Argus of March 17 was used as the basis of an historical editorial in the Portland Oregonian of March 24. The Oregonian writer added so many interesting facts concerning the old landmark which were unknown to the Argus that we believe they will be of interest to many Malheur county citizens. The Oregonian said:

Passing of an Historic Ferry
Decision of the present owners of the Olds Ferry across Snake river, reported in the Ontario Argus, to go out of business, will be regretted by pioneers who have a sentimental interest in the early landmarks of Oregon. Established in 1855 by J. P. Olds, then an employee of the Hudson's Bay company, which still had a few trappers in the country, the ferry long served the wants of travelers from all parts of the union. It was a famous station during the rush to the Idaho gold mines in 1862. The first wire cable used by its owners was brought to Oregon by way of Cape Horn. In an earlier time the ferry consisted of a raft. The extreme difficulty with which logs of the first rude boat to be constructed were floated down the Burnt river and the primitive tools with which they were converted to the use of men are reminiscent of the many obstacles that were overcome by the pioneers in opening transportation routes in the west.

The district in which the ferry was situated in 1864 was part of Baker county. There is on record an order of the county court of that county, dated March 7, 1865, granting to Olds a license for a ferry at Farewell bend, tolls of which were to be the same as those charged by the Boise ferry. The schedule of charges was fixed at 25 cents for footmen, 50 cents for pack animals, 25 cents for loose animals, \$2 for a wagon, two horses and a ton of freight, with \$1 for each additional ton of freight. People appreciated this service for a time, but there were numerous manifestations of hostility when the owners of the Burnt river toll road and the Olds ferry consolidated their interests under the name Burnt River Toll Road, Bridge & Ferry company. Memories of the old hardships were soon dimmed and new-comers objected on principle to paying tolls. A good deal of money nevertheless was expended in maintaining the road and ferry, though the word "bridge" in the company title never represented anything but an aspiration. The ferry was not always a money maker and profits of boom years were seldom available to tide over the lean ones.

Olds ferry is associated in memory with the Blue Bucket, or Lost river, diggings. Search for the Blue Bucket attracted not only miners who had been disappointed in their quest in Idaho, but also made considerable

willamette valley. Robert B. Gibbs, who came to Oregon from California in 1861, says that one of the searchers for this fabulous depositary of natural treasure was Henry Comstock, discoverer of the Comstock lode in Nevada. Every event associated with Blue Bucket has peculiar interest for oldtime miners. It was the Gibbs party that was reported to have "shoveled its way" through the Blue mountains with a party of seventy-five Portland adventurers in the spring of 1862, which seems to have been a late spring even for those parts. Members of the party wearied of the search after a time and threatened to hang their guide, whom they accused of leading them on a bootless chase. Gold was found, but no Blue Bucket. Some of the prospectors took the road into Idaho by way of Olds ferry, where they met others coming out. The heavy movement in both directions made the ferry highly profitable in the years prior to formal licensing of the ferry company.

Many families coming overland to Oregon in the sixties set foot for the first time on Oregon soil from the Olds ferry and it conveyed federal troops across the river in the Bannack campaign. It and Glenn's ferry were long on the best-traveled routes in that part of the territory. Its passing marks another stage in highway development and in the gradual disappearance of the landmarks of pioneer times.

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Relics of a Bygone Day

ALONG the Apache Trail in Arizona the motorist can see the dwellings of a race—now believed to be extinct. These cliff dwellings are at least 400 years old and if their walls could speak they would tell a most dramatic story of romance and conquest.

Arizona has more than its share of interesting places to lure the motorist. There he will find many Indian reservations—the homes of Apaches, Navajos, Hopis, Mohaves and other tribes. There, too, is the famous Roosevelt Dam and the incomparable Grand Canyon of the Colorado River.

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